

AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

**AASHTO**  
THE VOICE OF TRANSPORTATION

# **AASHTO Safety Legislative Proposal and Select Safety Initiatives**

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# What is AASHTO?

- American Association of State Highway and Transportation Officials
- A nonprofit association founded in 1914
- Members include:
  - Highway and transportation departments of the 50 states, the District of Columbia, and Puerto Rico
  - 35 Associate Members from Federal, State, and Local agencies and other countries
- Covers all five transportation modes: air, highways, rail, transit, and water



# The State DOTs

- Design, Build, Maintain, and Operate 19% of the nation's roads on average ;( CA - 9%; VA and NC - 90%)
- Operate Short Line Rail, General Aviation
- Heavily Fund Urban Transit
- Limited Operator of Transit, Major Airports, Harbors
- Motor Vehicle Administration – 18 States
- State Patrol (2 States—WY and WI)
- Truck Safety Regulation – 13 States
- Governor's Highway Safety Rep- 25 States

# Select Major Safety Issues in the USA

- No united **Goal** and no united **Leadership**
- Steady state fatalities per year: about 42,000
- Major behavioral factors: alcohol 40%; aggressive driving 33%; unbelted fatalities 50%; motorcycle fatalities 13%
- Major roadway issues: lane departure 60%; intersections 25%; peds/bicyclists 15%
- Vehicle fleets—aging—not equipped with latest safety features

# AASHTO AUTHORIZATION FRAMEWORK

1. Programs must address national goals: system preservation; interstate commerce/international competitiveness; safety; congestion/accessibility/connectivity; national security/emergency response/system operations; environment /quality of life
2. Programs need to be refocused to meet a set of national objectives
3. Restructure surface transport programs around national objectives

# AUTHORIZATION FRAMEWORK (CONT'D.)

4. Establish National Goals—A TWO YEAR PROCESS---SAFTEY IS DONE!!!!
5. Develop a State Driven Performance Management Process
6. Develop a State Driven Performance Measurement process

NOTE POINTS 1-6 PRESUME APPROXIMATELY  
A DOUBLING OF THE FEDERAL  
INVESTMENT LEVELS BY 2015

# Authorization Recommendations

- Cooperative Development Process
  - Included input from a variety of Safety Stakeholders
  - AASHTO Task Group chaired by Susan Martinovich Director NV DOT
- 8 groups of recommendations on highway safety
- Board of Directors approved in May 2008

# Authorization Recommendations

- National Agenda
  - National Goal of halving fatalities in two decades: 1000 per year from base—2006 and 2007 on track
  - Joint AASHTO-GHSA Safety Center of Excellence
  - White House/Congressional Safety Forum
- Highway Safety Funding
  - Increase funding across the board for Safety
  - Consolidate & streamline NHTSA funding to the extent possible
  - Increase flexibility and transferability

# Authorization Recommendations

- Strategic Highway Safety Plan
  - Continue with this provision and emphasize implementing the provisions of the plans
  - State sponsored peer reviews to evaluate plan effectiveness and transfer best practices
- Highway Safety Data Collection & Sharing
  - \$20 million/yr to enhance the NHTSA State Data System to include traffic & roadway characteristics, and injury outcome data.

# Authorization Recommendations

- Highway Safety Laws & Adjudication
  - Support a national effort, led by NHTSA, to recommend ***model statutes and best practices*** to the States on ways to drive down fatalities, and through rigorous enforcement and adjudication of those laws.
    - ❖ Create ***model enforcement codes*** and ***model automated enforcement procedures***.
    - ❖ Develop ***judicial guidelines*** to provide training and education on the benefits of not reducing or diverting traffic law citations and on increasing the level of enforcement.

# Authorization Recommendations

## Highway Safety Laws & Adjudication ( Continued)

- ❖ Tighten licensing standards nationwide through ***minimum guidelines on Drivers Licensing*** designed to ensure a higher level of competence amongst all drivers. This shall include each state setting a reasonable policy on how often drivers will be retested.
- ❖ Create model statutes, evaluating best practices, and ***encouraging enactment at the state and local levels.***

# Authorization Recommendations

- Highway Safety Improvement in Vehicles
  - Incorporate technical safety improvements in vehicles more expeditiously through federal incentives, regulatory and research & development initiatives.
- Safety Improvements in Drivers
  - Make improving driver safety a full partner with roadway improvements and vehicle technology in the quest for safer highways.
    - ❖ Increase research, modify incentives, and fully implement “one driver-one record.”

# Authorization Recommendations

- Highway Safety R&D
  - Enhance the level of funding for safety R&D and expand the coordination between research entities.
  - Increase funding for safety research in the following areas: ITS R&D, FHWA research, SHRP2 Research, NHTSA research, and FMCSA research.
  - Eliminate safety research designations that have not been identified as part of the National Agenda on Highway Safety.

# Select AASHTO Initiatives

- Working with key associations to adopt a common goal: GHSA, CVSA, AAMVA, IACP, & NACE so far
- Continue practice of holding Safety Management Subcommittee meeting —following GHSA annual meeting
- Planning another SHSP National Peer Exchange in Spring '09 with SCOHTS (the AASHTO safety policy committee)
- DOT CEO Safety Leadership Forum in the May '09 in PA

# SAFETY MEDIA MESSAGES

- *HELP---SEND YOUR ORGANIZATIONS' MESSAGES TO AASHTO*
- ISSUE---HOW TO TURN OUR PASSION FOR SAFETY , AND THE CURRENT SUSTAINED CARNAGE , INTO PUBLIC AND LEGISLATIVE SUPPORT FOR AN ENHANCED FEDERAL EFFORT TO SUPPORT STATE AND LOCAL ROAD AGENCIES
- WHAT MESSAGES AND FOR WHOM ???
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# A Vision of the Future – Safe Roads Create a Safe and Prosperous America

## VISION

*The country's elected leaders at the federal, state and local levels, recognizing the public health and economic threat posed by the performance of our highway system, have joined forces to reduce highway fatalities by 50% by the year 2030 toward an ultimate goal of zero deaths.*

